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WILL SHORTLY BE
READY.



(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST,
A DIRECTORY AND WORK OF REFERENCE
ON ALL IMPORTANT LOCAL SUBJECTS FOR
CHINA, JAPAN, THE STRAITS SETTLEMENTS,
SIAM, INDO-CHINA, NORTH BORNEO, THE
PHILIPPINES, AND COREA, FOR THE YEAR
1889.

PRICE THREE DOLLARS.

"THE HONGKONG DIRECTORY"
has again been enlarged and is
THE CHEAPEST, MOST COMPLETE, AND
ONLY RELIABLE WORK OF THE KIND
PUBLISHED IN THE
FAR EAST.

THE above named work, published at the
Office of "THE HONGKONG
TELEGRAPH," contains a Directory for the Ports in
the large portion of Asia comprised between
Penang, in the Straits Settlements, and the
Northern Chinese Ports, including Vladivostok,
Formosa, the Treaty Ports of China and Japan,
Cochin-China, the Philippine Islands, Corea,
British North Borneo, the British Colony of
Hongkong, and the Portuguese Colony of Macao.
It also contains the Principal Treaties between
European countries and the United States and
the countries East of the Straits, including the
Treaties and Conventions between China and
Great Britain, France, Germany, Russia, the
United States of America, Brazil, Japan, Peru,
Spain, and Portugal; together with conditions
of Trade, and the Port, Customs, Consular, and
Harbour Regulations for the Ports of China and
Japan; also descriptions of the various Ports,
with the latest Trade Statistics taken from the
Reports of the Imperial Maritime Customs and
other reliable sources.

The various Governments and Municipal Cor-
porations, and all Public Bodies and Companies,
Barristers-at-Law, and other necessary
matters, upon which generally sent for that pur-
pose so as to ensure accuracy. The Naval and
Military authorities have been taken from the
latest published official lists and revised at
Head-quarters; in fact, no pains have been
spared to make "THE HONGKONG DIREC-
TORY AND HONG LIST FOR THE FAR EAST"
a handy and perfectly reliable book of reference
for all classes.

In addition to the information enumerated above
"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" for 1889
contains a carefully revised
INDEX TO THE ORDINANCES OF
HONGKONG;
A SPECIAL LIST OF FOREIGNERS
employed in Steamers making short voyages
from Hongkong;
THE PRIVATE RESIDENCES
of the Principal Government Officials, the Lead-
ing Merchants, the Foreign Consuls,
Professional Men, Justices of
the Peace, &c.
A LADIES DIRECTORY FOR HONGKONG;
The latest and only reliable
PLAN OF THE CITY OF VICTORIA,
showing the proposed Reclamations and all
recent additions and improvements,
AND
A Mass of interesting information on various
subjects, culled from the most trustworthy
sources.

A SPECIAL FEATURE
IN THIS PUBLICATION WILL BE
A CHART OF SPORT,
(revised and corrected to date)
dealing with almost every branch of the subject
including RACING, CRICKET,
ATHLETICS, AQUATICS,
&c., &c., &c.

The WINNERS of all IMPORTANT RACES
at HONGKONG, SHANGHAI, FOCHOW,
and AMOY, with times, and other interesting
particulars, carefully compiled from the most
reliable sources, make "THE HONGKONG
DIRECTORY AND HONG LIST FOR THE FAR
EAST," a *valuable* work for all classes of
sportsmen.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" for 1889
is printed on a superior quality of Paper,
and is the best printed and most handsomely
bound volume published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST," is published at a POPULAR
PRICE, and can be ordered at this Office, or
through any of our Agents at the various Ports,
for

THREE DOLLARS.

There is not space in the compass of an
Ordinary Advertisement to detail all the infor-
mation introduced into the work, but it may be fairly
asserted that no such Directory has ever been
issued, either in Hongkong or any other part
of the East, at such a low price.

THE HONGKONG DIRECTORY AND
HONG LIST FOR THE FAR EAST" offers
special Advantages as an Advertising Medium,
has an extensive circulation in all Ports
between Singapore and Newchwang, in the
Straits Colonies, the United States, and
United Kingdom, and the scale of charges
is fixed at an exceptionally low rate,
and can be learned on application.

Suggestions for the improvement of this work
are respectfully solicited.

Orders for COPIES, and for ADVERTISE-
MENTS may be sent to the Agents at the various
Ports, or to the Office of
"THE HONGKONG TELEGRAPH"
FREDERICK HILL, HONGKONG.
Hongkong, 19th December, 1888.

Intimations.

A. S. WATSON & CO., LTD.,

HAVE NOW IN STOCK

CRYSTALLIZED APRICOTS,
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FLORAL & ROSE WATER, CRACKERS,
&c., &c., &c.

THE HONGKONG DISPENSARY,

Hongkong, 19th December, 1888.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,
Advertisements, &c. be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and
not to individual members of the staff.

Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always
be open for the free discussion by correspondents of all questions
of public interest, it must be distinctly understood that
the Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for
insertion in this paper not later than Three o'clock so as
not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a
fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any
English newspaper published in the Far East, and is therefore the
best medium for advertising. Terms can be learned on application.
The Hongkong Telegraph's number at the Telephone Central
Exchange is No. 1.

TO SUBSCRIBERS.

Subscribers to the Hongkong Telegraph are respectfully
reminded that all Subscriptions are payable in advance.

DEATHS.

At Shanghai on the 27th December, 1888,
JOHN McDONALD, late 2nd Engineer steamship
Kiangfoo, aged 47 years.

On the 23rd November, at Ko-lan-800 House,
Portobello, JAMES TAIT, J.P., late of Amoy,
China.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 2, 1889.

TELEGRAMS.

(Reuters)

REVOLUTION IN MEXICO.

LONDON, December 30th.

In the capital a mob, led by the priests,
attacked the palace of the President of the
Mexican Republic. After severe fighting 72
priests were killed and 200 captured, including
the Archbishop, who has been sentenced to be
shot. The outbreak has been suppressed.

LOCAL AND GENERAL.

Sir John Pope Hennessy, accompanied by
Lady Hennessy and family, left Marseilles for
the Mauritius on December 1st, and will return
home for good next June.

HONGKONG has been keeping up the New Year
in good old style. There are five well-defined
cases of *dysentery* in the Hospital at
present, besides a few private ones.

AMONGST the passengers who arrived by the
French mail this morning were Sir Thomas
Mellor, Premier of Queensland, and Viscount
de Bézureau, consul for France at Canton.

We are informed by the agent of the Austro-
Hungarian Lloyd's S. N. Co. that the Compa-
ny's steamer *Pavilion*, from Trieste, left
Singapore yesterday morning for this port.

The General Managers (Messrs. Jardine, Math-
eson & Co.) inform us that the Indo-China
Steam Navigation Co.'s steamer *Wingyang*,
from Calcutta, left Singapore on the 31st ult.
for this port.

A NATIVE passenger from Hongkong by the
steamer *Nanchan* was arrested on the arrival
of that vessel at Singapore on the 24th ult.,
with a quantity of opium in his possession
valued at \$1,650.

An earth-quake was found negotiating the sale
of some jewelry yesterday, and on being inter-
rogated admitted that it had been stolen from
a Chinese house of ill-fame. He got four months
for his indiscretion, this morning.

OPPOSITION is indeed the life of trade. Since
the Governor of Formosa's steamer *Cass* has
been put on the Shanghai-Ningpo line, the
return fare between these two ports for European
passengers has been reduced to \$7.

ACCORDING to Shanghai papers the three highest
prizes in last month's Manila lottery went to
residents in the Model Settlement. Mr. J. W.
MacLellan, Editor of the *N. C. Daily News*, had
the good luck to win \$20,000. He now thinks
that editorial drudgery is nowhere with twenty
thousand dollars windfalls. And he is quite
right.

A MIDDLE-AGED shop-keeper in Wing Lok Street
suffers from heart-disease, and has lost all taste
for joy. So yesterday he sharpened a razor, and
tried to cut his head off. He got partly through
the windpipe, and by the time the police had
knocked Dr. Atkinson up his breathing appar-
atus was full of blood. He was relieved of
this, and a silver tube put in his throat. Now
he is sitting in a test, inhaling steam, and trying
to survive.

Two men who inveigled a tailor into a club, and
then borrowed his clothing, got six months each
from Mr. Pollock this morning.

A LITTLE pamphlet, called "Humour in ye
Sixteenth Century," shows that ye joker of that
period borrowed a great deal of his wit from ye
humourist of ye nineteenth century, without
giving a particle of credit.

We hear that Mr. James Hart, Commissioner
of the Chinese Imperial Maritime Customs, who
was reported to be under orders to proceed to
Tientsin, has received telegraphic instructions
from the Inspector General to remain here for
the present. On the 21st Mr. Hart will replace
Mr. Francis W. White, who shortly proceeds
home on leave of absence, at Canton.

The cargo-boats which tranship the cargoes of
the steamers seem to make a good thing of it.
The *Abysinia* discharged 10,000 bags of flour
the other day, and no less than 200 got lost
between there and the wharf. Six of the bags
were found in one cargo-boat on Sunday, and
although the master ingeniously tried to show
that they were his, on the principle that if he
was any short he had to make them up, he got
a merry little six months at grinding the Gov-
ernment flour, this morning.

THE American Musical Comedy and Opera
Company, scored a real success on their
last appearance before the Hongkong public
last night, when they performed "Black-eyed
Susan." Mr. Grace, as *Fatchett*, was seen at no
disadvantage among his professional brethren,
and the assistance of several other amateurs
was much appreciated. The Company left to-
day by the mail for Singapore, where they will
play for three or four weeks. They may then
return for the Race-week, or go straight to Aus-
tralia.

It is currently reported in Glasgow, says the
L. & C. Express, that the contract for the
large steamers required by the Canadian Pacific
Railway Company has been placed with a
Cowan shipbuilding firm. These vessels are to
be of 5,000 tons each, and it is likely that about
9,000 tons of steel will be required for their
construction. In connection with this it is stated
that a new Pacific mail contract is to be settled
between the Imperial Government and the
Canadian Pacific Railway Company. The contract
stipulates that the service shall commence in
eighteen months, the Company receiving £9,000
annually from the Imperial Government, in
addition to £1,000 from the Dominion of Canada,
for a monthly service for ten years from Van-
couver, not only to Yokohama and Hongkong,
as at first intended, but also to Shanghai.

THE *Shanghai Courier* of the 28th December
reports that the steamer on the Ningpo line
threaten to make matters lively during the
next few days. The *Cass*, one of the two vessels
owned by the Formosan Trading Company, was
put on the line a week ago, and she took native
passengers at 50 cents each, against the old rate
of one dollar. She runs against the China
Navigation Co.'s steamer *Tungchow*, and pri-
vately by this steamer, after the second trip of the
Cass, were reduced to 50 cents. Both steamers
have been in port to-day, and we are informed
the *Cass* has been booking her passengers at 25
cents each. The C. N. Co. are sure to respond,
and as their steamer runs under an agreement
with the China Merchants S. N. Co. it seems to us
plainly evident that the *Cass* is butting her head
against a stone wall that will soon be the death
of her on this particular route. Those who
wish to go to Ningpo should seize the
opportunity.

The river steamer *Powan* narrowly escaped
coming to serious grief on Monday night. She
left Canton at about 9 o'clock with an unusually
valuable cargo on board, and when in "the
narrows," just above the red beacon, a junk
got in her way. In clearing the junk the
steamer, owing to the force of the current,
went aground on the rocks in about three hours,
where she remained for about three hours.
Luckily the *Powan* was going slowly at the time
and, although at first considerable commotion
was caused on board by cargo shifting etc.,
there was never any actual danger. On arriving
at Hongkong, Capt. Hoyle had the bottom of
the vessel examined by divers, when it was found
that she had sustained no injury whatever, and
she took her customary place on the line last
night. A passenger who was on board the
Powan states that it was chiefly owing to the
continued coolness and energy of Capt. Hoyle
that the steamer got off the rocks so easily. It
seems a great pity that the navigation of the
river between Canton and Whampoa should be
allowed to present so many dangers by the
absence of all rules governing the junk traffic.

A CAPTURE has been made in connection with
Sunday's piracy case, quite accidentally. The
junk that was pirated had on board a quantity
of turmeric, and on yesterday morning the
man who consigned them, and who lives near
the new Market, happened to notice his mark
on some bags near a stall, and at once rushed
to tell the police. Detective Sergeant
Macdonald went down with him, and found that
a man had brought 25 bags of turmeric to sell,
and had agreed to take \$37 for them. The
purchaser had only \$33 with him, so the man took
on account, and went off to pay the master
of the boat in which he had brought them.

It was in his absence that the consignment
noticed the bags, Macdonald called, and by
and-by the vendor came back again to get the
other \$4. He got some of the bags, and found
marks on them, and was found on some of the bags,
and he could not satisfactorily explain where
he got them, so after being formally charged
before Mr. Pollock this morning he was
remanded. The man who was shot in the
abdomen died soon after his admission to the
Hospital. The bullet had gone clean through
him.

SIR WILLIAM PEARCE, the eminent engineer of
Messrs. John Elder & Co. of Fairfield, Glasgow,
and M. P. for Govan, died on December 19th,
aged 53 years. Born at Broomton in Kent in
1835, he acquired a knowledge of practical ship-
building in the Glasgow Dockyard at Chatham,
and was the first officer selected to
superintend the construction of iron-ships for the
Royal Navy, the *Achilles* being the first. In
1861 Mr. Pearce left the Government service,
and became Lloyd's Surveyor on the Clyde,
and the following year he became general
manager to Messrs. R. Napier & Sons. He
designed the *Perseus* and *Ville de Paris*
for the Compagnie Generale Transatlantique,
two of the latest vessels afloat in these days,
and immediately became prominent in the
naval architect. In 1869, joined the gigantic ship
building establishment at Fairfield, of which he
eventually became the leading partner. Amongst
other vessels turned out by Mr. Pearce may be
mentioned the *Orient*, *Autgar*, *Stirling Castle*,
Arizona, *Alaska*, *Umbria*, and *Etruria*. The
deceased gentleman, who was knighted about
two years ago, was largely interested in the
Pacific Mail Steamship Co., the Guion line, the
New Zealand Shipping Co., the China branch of
the *South Ocean*, and the *Imperial*.
Steamers now plying between Hongkong
and Vancouver in connection with the
Pacific railway.

We regret to have to record the death of Rear-
Admiral Meyer, of the French Navy, who will
be well remembered by many Hongkong resi-
dents when commander-in-chief of the French
fleet on this station. Rear-Admiral Meyer had
been 46 years in the naval service of his country.

Two joss-stick makers were charged this morn-
ing, before Mr. Pollock, with demanding ten
cents with menace from the master of a joss-
stick shop in High Street, and also with assault-
ing him. On the 23rd ult., complainant said,
they went to his shop with a crowd and insisted
on his joining the Joss-stick Makers' Guild, and
wanted the entrance fee. As he refused, they
said he should "hear more about it." Accord-
ingly they sent a man next day to tell him a
friend of his was ill, and when he went to the
place the crowd fell upon him and beat him with
iron bars, and left him very used up. They
were remanded.

A SWATOW correspondent writes to the *Shanghai
Mercury*:—During the North-east monsoon
operations have ceased on the wreck of the
Ashelet, lost off the Lamook Islands. I under-
stand that diving operations will recommence early
in the spring, and that half a share in the under-
taking is in the market. Lots of things have
been recovered from the wreck, including con-
siderable treasure. The wreck has now been
thoroughly studied by experienced divers, and it
is fully expected that the original expectations
entertained will be more than realised during
next summer. It is supposed that next season
Japanese divers will be employed on the wreck.

"CAP-SUI-MOON."—Signor Chiarini and Capt.
Horace M. Hayes, the well known authority on
horses, have never been in China at the same
time. With regard to your other question—
whether it is correct to say "teach a horse to
jump" or "learn a horse to jump"—modern
custom does not sanction the use of the word
"learn" in this connection. To *learn* is to
receive instruction, to *teach* is to give it. Old
writers, including Spenser and Shakespeare, used
the word *learn* to signify "to teach"—in
accordance with the analogy of the French and
other languages, but this usage has passed
away, and is now deemed improper as well as
inelegant.

A CORRESPONDENT writes from Newchwang, to
the *Shanghai Mercury* under date the 8th ult.:
—For the last three days we have had a strong
blow from the south and all the ice in the river
has disappeared. This morning there was a
magnificent tide and a vessel drawing 15 feet of
water could have gone into the dock, but we
regret to say H.M.S. *Cochet* is not here.
Last Sunday (December 28th) the Chinese
gunboat *Mei Yuen* had been outside for
some days, but the Customs' signal-man could not
make her out, probably owing to the air being full
of dust. The rumour, however, proved correct, for
H.M. Consul some days afterwards got a wire from
Captain Maxwell to say that he had tried to get
up the river, but the ice stopped him. Sun-
day with us was a glorious day and excepting
some drift ice on the north shore there was
none else to be seen—river quite open. The
fates have clearly been against us. Some of our
sports have started up country after bustard
and deer, and have lovely weather. The Consul
said very good this year, and it is a pity we
have not more sailors to enjoy the day. The
Chinese gunboat *Mei Yuen* is in dock.

NEW YEAR'S DAY was very appropriately
celebrated at the Sailor's Home, and enjoyed by
both Mercantile and Naval "Jack" as well
as many others. The usual service was held in
St. Peter's Church in the morning, and after tiffin
the Home and reading room were still further
adorned with signal flags and banners, enhancing
the effect of the Christmas decorations, which of
themselves were far from being small, and had
been designed and completed by the residents in
the Home themselves, with the aid of Mr. Moir,
the energetic Superintendent of the Recreation and
dining room, as well as in the spacious and
vestibule adorned by the ladies of the Committee,
directed by the chaplain and Mr. Goldsmith, with
flowers, fruits and glassware in preparation for
the "tea." This was given shortly before 7 p.m.,
when over 120 persons sat down to a most
substantial treat, after singing the grace. Admit-
tance to the tables was by ticket, which cost
twenty cents each, the chaplain having devised
this scheme to provide something toward the
increase of the Library. No one went without
a share of the good things, even if not
provided with a ticket, and at the second
table, quite a large number sat down.

After the cigars, which were included in
the ticket, had been enjoyed, an adjournment
was made to the reading room, where Bishop
Barton presided and made the opening speech.
Carol singing by the ladies and others were
alternated by addresses by the Bishop, the
Chaplain of H.M.S. *Imperieuse*, Rev. Mr.
Goldsmith, and others, and all were most
attentively listened to by those present, who gave
ample proof of their appreciation. The pro-
ceedings terminated shortly before 10 p.m.

We take the following from Messrs. Wheelock
& Co.'s Shanghai Freight Market Report of
December 21st:—Since the issue of our last on
the 7th instant, we have to report a quiet
market, owing no doubt to the near approach
of the holidays. As regards homeward freights,
rates have declined, and the coal trade is
very quiet. For the Nagasaki-Shanghai trade
very few outgoing steamers have been chartered,
and those that have been settled in Japan. There
is a slight demand for a small steamer for the
Wuhu and Whampoa business, but the rate
offered does not seem a sufficient inducement.
The British ships *John E. Sayre* and *Chas. S.
Whitney* have been settled at home; the former
proceeds to Hakodadi to load sulphur for New
York and the latter goes to Hoilo to load sugar
and hemp for New York. The American barque
Sunbeam, also settled at home, takes her depar-
ture on the 14th instant for Kobe to load coal for
San Francisco. For New York, via usual ports of
Call and Suez Canal. The steamer *Lemnos* has
left and will sail on Saturday, the 22nd; she will
be followed by the *Yorkshire*, due from Japan on
the 24th instant, taking only a small quantity
from this at 60s. and proceeding to Amoy to
fill up. The *Duke of Westminster* will be the next
boat, but will not arrive here for some little
time. Via Cape. The Norwegian barque
Isabel sailed yesterday, with a full cargo at 35s.
per ton, and 30s. per ton of 40 cubic feet per
ton, and the *Amoy* will soon be able to take
State of Maine which will soon be able to take
in cargo a large quantity of coal. Rate 35s.
per ton of 40 cubic feet. The *Empire*, due any
day, will probably be the next caller. Quotations
are:—Newchwang to Swatow, season closed.
Chefoo to Swatow, 1s. Mex. cents per picul,
small demand. Nagasaki to Shanghai, \$1.70
per ton of coal net, for steamers; \$1.70 ex ship,
for sailing vessels. Settlements during the for-
night:—*Long Wharf* British barque, 374 tons
register, Nagasaki to Shanghai, \$1.80 per ton,
3 trips. *State of Maine*, American ship,
1,400 tons register, Shanghai and Hongkong to
New York, private terms. Disengaged vessels:
Long Wharf, British ship, 3,546 tons
register, American ship, 1,145 tons

The P. M. S. S. Co.'s steamer *City of Rio de
Janeiro*, with mail &c. from San Francisco,
to the 8th ult., has arrived at Yokohama, and
will leave for this port to-morrow.

Two houses which were being built in Station
Street fell yesterday and buried five or six
carpenters and bricklayers. Two were found,
when dug out, to have been seriously injured,
and were taken to the Hospital, the others were
taken home.

The following is the order of the day for the
meeting of the Sanitary Board, to be held to-
morrow at 5.30 p.m.:—Bye-Laws under Sub-
section 19 of Section 13 of "The Public Health
Ordinance, 1877" regarding the vacating and
disinfection of infected premises.

Says the *N. C. Daily News* of the 28th ult.:—
One hundred and eighty natives from the north
of the Yangtze arrived at Shanghai yesterday.
These people are under headmen and state that
as the water in their part of the country is now
brackish they have been compelled to leave.
It is, however, usual for natives from the same
district to pay annual visits to Shanghai about
this time of the year, so that after the China
New Year they may obtain work.

At ten o'clock on the morning of the 15th ult.,
the Mayon volcano in the Philippines was again
in a state of eruption. At a distance of 25
kilometres from the mountain, says the *Manila
Diario*, a column of ashes could be seen slowly
rising from the elevated crater until it reached
the clouds above. Great panic prevailed among
the inhabitants of Legaspi, Libao, Albay, Daraga,
Camalig, Guinsabatan and Ligao, where a sudden
darkness overtook the sky and continued so
thick that at mid-day lights had to be placed
in the windows of houses. But as the lava was
streaming down the mountain sides in great
quantity, it is feared the crops and cattle in the
neighbourhood will suffer considerably.

At a meeting of the Northern Lodge of China
held in the Masonic Hall, Shanghai, on the 21st
ult., W. Bro. F. M. Gratton was installed as
W. M. for the ensuing year by R. W. Bro. J. I.
Miller, District Grand Master of Northern China,
assisted by the Grand Lodge officers. The
following officers were then duly invested:—
Wor. Bro. G. R. Wingrove I. P. M.
Bro. J. Fryer S. W.
E. Bois J. W.
Wor. Bro. W. H. Anderson Treasurer
Bro. F. P. Catterall S. D.
R. J. Levan S. D.
N. C. Cash I. D.
F. G. Conkey I. G.
W. S. Emens D. C.
C. Menitt Tyler.

THE *Siam Mercantile Gazette* of the 22nd ult.
has the following:—We are informed that a new
engineering firm has been established here. It
will be known as the Bangkok Iron Works
Company, and be under the management of Mr.
Taylor, sometime Superintendent Engineer of
the Cosmopolitan Dock, Hongkong. The firm
have secured ground near the old Universal
Hotel and have already commenced the erection
of work-shops, lathe and other machines are
expected shortly from England. They intend to
commence business early next year, and we have
no doubt they will be successful, as rice mills,
and other sources of industry are rapidly
increasing in Bangkok, and even now a large
amount of engineering work is sent to Singapore,
our local firms being fully employed.

The Shanghai morning paper has much pleasure
in drawing attention to an advertisement of the
Victoria Public School, Yokohama, and refers
to the head-master of that establishment, a Mr.
C. H. Hinton, as a first-rate man in every way.
We trust our contemporary may not find cause
to change his opinion both as to the pleasure
of puffing the "Yokohama" school and the
first-rate Hinton. We always speak of a
man as we find him, and we find Mr. Hinton
at Yokohama, a man of great energy and
Mr. Hinton, a man of great energy and
person, and an ignorant one to boot. Over a
year ago Mr. Hinton sent the advertisement of
his school to this journal, ordering it to be
inserted for a month; it appeared according to
instructions and in due course the "little bill"
was forwarded to Yokohama, for liquidation.
And for twelve months our agents "struggled"
with this first-rate man for payment, and only
succeeded in bringing him up to the scratch
a few weeks ago. Mr. Hinton declined to
pay for what he had specially ordered
because, as the establishment of his school
formed part of the jubilee celebrations, he
thought the newspapers ought to advertise
his worthy fee of charge. And when he did
eventually ante up, it was under protest, and he
begged Kelly and Walsh, Limited, to convey to
his indignation at being treated in such a
manner. A first-rate man! Humph! A first-
class jubilee noodle. We wonder if Mr. Hinton
accepted any salary for the work he did during
the famous year of jubilee!

The Shanghai morning paper has much pleasure
in drawing attention to an advertisement of the
Victoria Public School, Yokohama, and refers
to the head-master of that establishment, a Mr.
C. H. Hinton, as a first-rate man in every way.
We trust our contemporary may not find cause
to change his opinion both as to the pleasure
of puffing the "Yokohama" school and the
first-rate Hinton. We always speak of a
man as we find him, and we find Mr. Hinton
at Yokohama, a man of great energy and
Mr. Hinton, a man of great energy and
person, and an ignorant one to boot. Over a
year ago Mr. Hinton sent the advertisement of
his school to this journal, ordering it to be
inserted for a month; it appeared according to
instructions and in due course the "little bill"
was forwarded to Yokohama, for liquidation.
And for twelve months our agents "struggled"
with this first-rate man for payment, and only
succeeded in bringing him up to the scratch
a few weeks ago. Mr. Hinton declined to
pay for what he had specially ordered
because, as the establishment of his school
formed part of the jubilee celebrations, he
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